

THE CLARION.

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REPRESENTATIVE HOLMAN of Indiana, is in the race for Speaker. He is a good man.

The State Board of Health will meet in Jackson on Monday next, the 2d of April.

The Railroad Commission bill has passed the Tennessee House of Representatives by a majority of nearly two to one.

The Holly Springs correspondent of the Appeal gives an unfavorable report of the prospects of the early completion of the Road from Memphis to Holly Springs in consequence of the failure of Mr. Fred. Wolfe to comply with his engagements to the contract.

It will be remembered that Hon. O. R. Singleton gives notice that a competitive examination for Cadet to West Point Academy, from the 5th Congressional District of Mississippi, will be held at the State House in Jackson on Thursday, 12th of April, 1883. No appointment will be made in the 7th District under the new apportionment, until 1885.

MR. H. C. COSS, the efficient organizer under whose lead the Democracy won their victory in Copiah in the last election, has called a meeting of the Democratic Conservative Executive Committee of Copiah county at Hazlehurst, on Monday, the 23d of April. And the Signal says that the people of Copiah county will elect the regular ticket this time from top to bottom.

THE NEW INTERNAL REVENUE LAW, recently passed by Congress, provides that on and after May 1st, 1883, the tax on cigars will be reduced from six dollars to three dollars per thousand, and that a rebate will be allowed on stock on hand, in unbroken packages, stamped up to May 1st, 1883. But it will all end in smoke.

HON. D. T. GUYTON, a staunch granger, and Democrat with a good legislative record, is a candidate for the Senatorial nomination in the 17th District. With opportunity of a choice between him and D. L. Smythe the Democracy of the District cannot fail to make a good nomination.

AMONG the inalienable rights of man are life, liberty and the pursuit of happiness; also the right of each individual to receive the full product of his own labor. Any interference by government with the enjoyment of this right by appropriating the earnings of one person or class, to the benefit of another, is robbery under the forms of law.

"A Mississippi Woman."

In our last issue we ventured to reveal the authorship of the series of able articles which have appeared in THE CLARION in behalf of female education. The types, however, made us say Mrs. E. A. Peyton, instead of Mrs. E. G. Peyton, the accomplished wife of the very able Chancellor of the ninth District.

THE beautiful poem, "Charity," which we publish to-day, is from the pen of Mrs. A. F. Fox, of Waltham, Miss. We hope to have other contributions from this gifted writer.

Immigration Department.

Maj. E. G. Wall, Commissioner of Immigration and Agriculture, has thus far distributed about twenty thousand copies of his English edition of Hand-Book of Mississippi. The demand for them still continues, and comes from every section of the United States and other parts of the English speaking world. Maj. Wall and his energetic staff are prosecuting the business of the Immigration Department as efficiently as it can be done in the judicious distribution of documents, and in prompt attention to a very heavy and increasing correspondence.

THE Cotton Exhibition of 1881, which was held at Atlanta, Georgia, has proved to have been of great profit to that city, and indirectly to the whole South, by drawing to it capital for permanent investment and productive improvements. Since that time \$1,500,000 capital, giving employment to 2000 persons, who receive annually in wages \$800,000, has been invested at Atlanta. A grain elevator and a cotton compress have been built; a spinning company has been completed and nearly filled its capacious building with machinery, and is preparing to double its capacity; the great fair building has been purchased by a company with a capital of \$250,000, and is half filled with machinery; companies have been formed for building apparatus to prepare cotton for the spinner; fertilizer and other manufactures have been established in and near the city; and a concern has been organized for the manufacture of oleomargarine.

The Odious Internal Revenue System.

It is suggested that of all the follies and blunders of which the Forty-seventh Congress was guilty, of all its numerous sins of commission and omission, the most foolish and one of the most fatal politically, was its failure to abolish or greatly reduce the internal revenue taxes. We would amend the complaint by saying that the refusal to change the laws for collecting the revenue, so as to economize and simplify it, was the most reprehensible. The Congress did reduce the tax, but did not diminish the number of collectors, informers, detectives, gaugers, and scribes, employed in collecting it. The aggregate cost of these services amounts to about \$5,000,000 per annum. It is, however, put down to the credit of the House of Representatives that it adopted an amendment to the Executive, Legislative, and Judicial Appropriation bill, reducing the number of internal revenue collection districts to eighty. The amendment for some reason was rejected by the Senate. The limit is now fixed at 131. The next Congress should abolish the whole machinery, or failing in that, reduce the number of collectors to one-fifth of the present division.

One thing is certain. The next Congress is pledged to substitute material reforms in the internal revenue system; and the people will have especial cause of complaint against the House of Representatives which will be largely under the control of the alleged Revenue Reform party, if it does not prove its faith by its works in a very substantial manner.

Postmaster at New Orleans.

Pending the existing contest over the Postmastership at New Orleans, it was published that Governor Lowry was conspicuous and active in behalf of Hon. W. B. Merchant, the successful aspirant, and inquiry has been made as to the cause. We will answer that Mr. Merchant is a native of East Mississippi—Smith county—the son of the late Rev. James Merchant, a Baptist minister who lived near Raleigh, the county site, and is kindly remembered for his estimable qualities by the older citizens of that region, some of whom are nearly related to him. When Robert Lowry was a boy to "fame and fortune unknown," struggling to make his way in the world, the Rev. Mr. Merchant was his warm friend. In early life, the son, W. B. Merchant, emigrated to Texas, and thence removed to Louisiana, and acquired such prominence at the bar as to be chosen District Attorney. He drifted into the Republican party, without, however, becoming specially objectionable by advocating the measures of tyranny and proscription which have made it odious to most of the Southern white people. In his late contest, Gov. Lowry found opportunity to repay the kindness of him he had been the recipient in his boyhood, and who will say that his course was not characteristically generous and noble?

In the event of the election of Mr. Carlisle speaker, the following are suggested as the probable chairmanship of the important committees: Ways and Means, Tucker of Virginia; Appropriations, Blackburn of Kentucky; Elections, Cox of New York; Foreign Affairs, Eaton of Connecticut; Naval Affairs, Hewitt of New York; Post Offices, Springer of Illinois; Judiciary, Randall of Pennsylvania; Public Lands, Converse of Ohio; Pacific Railroads, Dunn of Arkansas; Claims, Morrison of Illinois; Agriculture, Hatch of Missouri; Commerce, Reagan of Texas; Backer, for the Committee on Banking and Currency, and Bland for that on Coinage. That would be an admirable arrangement provided Hammond of Georgia was placed at the head of the Judiciary and Randall of Pennsylvania of Appropriations, with a good man, say Casey Young of Memphis, at the head of a special Mississippi River Committee.

The Importation of Gold.

Philadelphia Ledger: The stream of gold which is coming across the ocean from Europe has reached the large total of \$4,850,000, all of it yet afloat, but still exerting the moral force of the anticipated arrival in relieving the stringency of the New York money market.

The New Orleans Times-Democrat says that the beneficial effects of closing Bonnet Carre crevasse are already beginning to be felt in Lake Pontchartrain and along Mississippi sound. At this time last year a flood of river water was pouring into the Lake in torrents and through the Rigolets into the Sound; this year it is all different, and the water of Lake Pontchartrain, instead of being the mild, insipid mixture of river and sea water it then was, is distasteful and offensive to oysters and fish, is now quite briny.

AFTER a brief illness, the Postmaster-General, Hon. T. O. Howe, died at Kenosha, Wisconsin, on the 25th.

Tom Ochiltree's Case Fairly Stated.

St. Louis Republican: In arguing the question as to the right of the national government to withhold a congressman's salary under certain circumstances, brought on by the Ochiltree affair, the prime facts in the case and the rules of common sense seem to have been entirely lost sight of. The case stands thus: Ochiltree was United States marshal in Texas. At the expiration of his term of office there was a deficiency in his accounts with the government of ten thousand dollars, which it seems, has never been paid. Now Ochiltree comes to the national treasury for his wages as congressman. The fact of whether a congressman is a state or national office cuts no figure in the case—the national government is the party to whom he looks for his money. If he owes the government ten thousand dollars it would seem that the government has the right to withhold any sum up to that amount which may be due him, no matter for what service. If A owes B two dollars and refuses to pay, and B gets hold of one dollar of A's money, common sense dictates that he should hold on to it—and generally does so. What is justice for the individual is justice for the nation.

THE Aberdeen Examiner says that the amendment offered in the Senate to the bill increasing the pension of Union soldiers, granting a pension to Mexican and Indian war veterans, was defeated because it was "ill-timed." It interfered with the scheme of the demagogues from the Northern States who were pandering to their constituents. That is the only pretence. It was not "ill-timed" as a measure of long delayed justice to the survivors of an army which obtained from an insolent and aggressive foreign foe, indemnity for the past and security for the future, in the acquisition of an empire which has added untold wealth and immense territory to the resources of the country.

CAPT. EADS, who lately resigned as a member of the Mississippi River Commission, demonstrated that from the mouth of Red River by way of the present channel of the Mississippi river, it is nearly twice as far as by the Atchafalaya channel, and hence the current in the short route to the sea is just so much more rapid and correspondingly increased erosive power. The Atchafalaya in the past dozen years has increased in depth and carrying power until from a small bayou fordable by horses it is now a river 1,200 feet wide and 100 feet deep, and constantly growing in volume. Capt Eads made a strong argument to induce the Commission to adopt immediate and vigorous measures to arrest the tendency of the river to leave its present channel and take to Atchafalaya, but his advice was not accepted. The consequences of such a deflection of the river would be fatal to New Orleans and the immense interest dependent upon it.

Favoritism to Monopolies.

In the ten years from 1862 to 1871, inclusive, the following grants of lands were made to railroad corporations, according to the records of the interior departments:

Lands located in	Acres granted.
Alabama	1,473,929
Louisiana	1,000,000
Arkansas	2,655,919
Missouri	1,562,718
Iowa	2,381,792
Michigan	3,106,177
Wisconsin	25,000
Minnesota	4,240,000
Kansas	5,420,000
California	2,060,000
Oregon	2,860,000
Kansas Pacific	35,000,000
Northern Pacific	47,000,000
Atlantic & Pacific	42,000,000
Southern Pacific	8,000,000
Central Pacific	245,166
Texas Pacific	13,400,000

In all, 296,000,000 acres of the public domain, equal to all of New England, New York, New Jersey, Delaware, Maryland, Ohio and Indiana.

HON. JAMES F. MCCOOL, one of our present members of the Legislature for Attala county, announces his name in this issue for re-election. He is well known, having served the people faithfully as a law maker, and being one of those aspiring men who never go down but up. He is entitled to much credit for the position he has attained in the county and before his fellow citizens, for what he is made of himself, not having the adventitious aids of fortune nor an education thrust upon him. It is saying enough for him to say that if re-elected, he will be faithful in the future as in the past.—Kosciusko Star.

That he has been faithful in the past, none will deny. He ranked with the best and ablest men in the Legislature. With farmer Sanders, and lawyer McCool to represent her, Attala will rest content that her interests will be safely guarded.

THE St. Louis Railway Register says that the principal event of the Illinois Central for 1883 will be the construction of feeders in Mississippi. The earnings of the Central for 1882 amounted to \$8,905,312, an increase over those of the previous year of \$18,914. The net earnings for the same time were \$3,660,769 which were \$433,587 more than in 1881.

The Next Chancellor.

A remark was made in our presence, a short time ago, intimating that it was supposed, or understood, that a certain gentleman in this District would be appointed Chancellor. Now, when we remember that this matter has scarcely been spoken of, if at all, publicly, the query comes into our mind, about thus: Was this matter farmed out during the last campaign? Was Governor Lowry induced to sell the office for some particular or special services to be rendered by some who were ready to sell their influence in order that certain ends might be attained? There was no necessity, it seems to us, for Gov. Lowry to promise, or intimate, that he would bestow an office on any particular person, in order to secure his own election, and we would regret to know that he had done so, unless he could have known, of a positive certainty, that the appointment would prove satisfactory to the people. No little ring should be allowed to control the matter. Let it be discussed, and by so doing the people will know what is going on; who are applicants for office, etc., and have an opportunity to name their preferences, discuss merits, etc. Let the mantle be placed upon one whose experience and acquaintance with the law make him entirely competent to discharge the duties of this important position with that ability necessary to make him worthy of the robe he wears.—Corinth Sub-Soiler.

Nothing could be more unjust than the above article from a contemporary which is usually moderate and conservative. It will be seen that a violent presumption is predicated upon the very flimsiest foundation. Somebody has been heard to express a belief that somebody else would be appointed Chancellor; and the suggestion is propounded in the form of a pointed inquiry, "was Gov. Lowry induced to sell the office" for some vague and undefined purpose not explained by our contemporary. In order to put an end to surmises and theories on the subject, we feel authorized to assert in terms as comprehensive as can be conceived, that there is not the shade of a shadow of ground for the imputation of the Sub-Soiler. There is no man, nor the friend of any man, in any judicial District, who can say that the Governor has ever promised or remotely intimated that he would confer upon him the office of Chancellor, or any other office whatever. He accepted the nomination for Governor untrammelled by pledges or obligations of any sort, with perfect freedom to follow the dictates of his conscience and judgment in making appointments. He has not foreclosed them by the slightest intimation, and is not responsible for the opinions or surmises that persons may choose to indulge.

Two deaths from small-pox in the State are recorded by recent exchanges.—Mr. Murphy McDonald, a worthy citizen of Neshoba, who contracted the disease soon after returning from a trip to Louisiana. The other case was that of a man named George Bird who had been for some years in the county poor house of Rankin. It is supposed that his sickness was caught from a sick tramp. It is evident that the loathsome disease is abroad in the State, and county health authorities cannot exercise too much vigilance in staying its march.

THE pension claim sharks expect to reap a heavy harvest from the act passed by the late Congress, under which the pensions of Union soldiers who had lost one hand or foot, were raised from \$18 to \$24 per month, and of those who had lost one arm at or above the elbow or a leg at or above the knee, from \$24 to \$30 a month. They have scattered thousands of circulars through the country calling attention to the new act and asking for any business that might flow out of it.

GOVERNOR CLEVELAND's veto of the bill reducing the fare-rate on the elevated railroads in New York city from 19 to 5 cents, the N. Y. Herald says, has killed Cleveland as a Democratic candidate for the Presidency. Jay Gould & Co. are much more powerful than all the rest of the people of New York. The Herald charges and proves that Cleveland has gone back on the platform on which he was elected.

THE Kansas Legislature has just passed, and the Governor has approved, a Railroad bill. This makes the twenty-fourth State. The bill provides for the appointment of a Commission with power to regulate freight traffic. It fixes the maximum charge for passenger transportation at 3 cents per mile.

THE Commissioners of Election in New Orleans indicted for fraudulent conduct in the management of the late Congressional elections, have been tried in the U. S. Circuit Court, and found "not guilty."

We are gratified that Hon. T. J. Wood is announced as a candidate for re-election to the Legislature in Oktibbeha. His service in the late body was such as to commend him to the favor and confidence of his constituents.

Phoenix-like, the Meridian Mercury has sprung from its ashes, brighter and fresher than ever. May its youth be perpetual.

Centre-Shots.

The New York Herald says that Congress finally succeeded in passing a tariff bill which satisfies no one who had any part in it, and which cannot fail to outrage every one who had a tariff opinion of any kind.

Replying to the argument against the government issuing and controlling the currency, that it is not safe to trust Congress with so much power, the American SENTRY says it is much safer to trust this matter of currency to the control of men who are responsible to the people, rather than to banking corporations who are not responsible to any one.

The South, the Nashville American observes, now is regarded by the live, sagacious men of this country as an old country, with all the advantages of social life, and without the rugged ventures and severe hardships of a new country, and yet with all the possibilities of a new country—indeed, with more than the possibilities, because the wealth has been discovered, but not appropriated.

Commenting on the fact that in Scotland Lord Bute is building a palace which will cost \$1,250,000, and in the United States Vanderbilt, another money baron, has built a stable costing \$100,000, and is worth \$150,000,000, half of which is not taxed at all, a contemporary thinks there is something radically wrong in the special legislation which leads to these accumulations.

A peculiarity of the plutocrats, it is remarked, runs out towards fine horses, not men. It has been so from the earliest history. A Roman despot made his horse a high dignitary. The plutocrat builds splendid stables for his stallions, but they waste no money on men. The average man does not have half as much consideration with him in this world as his thoroughbred.

The Memphis Avalanche shrewdly suggests that it is the safest way to wait until a man is dead before putting his likeness on a coin or his name to a county. Arkansas has just changed the names of Clayton and Dorsey counties to Clay and DeSoto; and to save possible future trouble, the proposal to put Grant's likeness, in place of Jackson's on the two-cent postage stamp, may be postponed until we know the final result of Ulysses's voyage.

The Dayton Empire says that the Republican party has succeeded principally by plundering the public treasury, stealing the public lands, and dividing them up among their political leaders of the people, and the officers of railroads and other great carrying, manufacturing, and banking or moneyed corporations.

It is said that out of an aggregate of about two thousand million acres of land owned by the Government since its foundation, only about two hundred and fifty million acres remain in its possession. All the balance has been granted to the States or railroad corporations, principally the latter. The grants to the States were made previous to the war, and were for the general good of the citizens of the States in which the lands were located. The grants to railroad corporations have been made almost wholly by the Republican party and many of the Senators and Representatives of that party have made colossal fortunes by voting for them, or taking stock in railroad corporations to which they were granted.

The Michigan Democrats, in their State Convention, have declared for "a tariff for revenue only." That is what we call facing the music.

The Courier-Journal, speaking of the Married Women's Property Act, recently passed by Parliament, says that the law is eminently proper. A married woman should have the right to do with her own money what she will, and to protect herself from the predatory disposition of a lazy hound of a husband, if she is cursed with such a husband.

It is aptly said that the last Congress reduced the internal revenue; to the next one will belong the task of reducing the cost of the system.

The World hits the nail on the head; The Republicans found the black man ignorant of politics and used him for their own purposes, and dull as they think him, he has found them out.

The Cincinnati Enquirer says that the salary of the Civil Service Commission is \$3,500 a year each, but there is not much likelihood of their earning it.

THE Tupelo Journal says that Capt. Jas. Kincannon's friends are urging him to stand for representative in the county (Lee) canvas, and thinks it will have the pleasure of announcing him for that position soon. Long and intimate acquaintance with Captain Kincannon, and knowledge of his qualifications, justify us in saying that his county could not confide her interest to the keeping of a better man.

Railroad Economy—No. 6.

In our last we pointed out some of the difficulties of making a freight tariff—but the subject was by no means exhausted. The peculiarity in rail transportation, that the company are not only freighters but insurers, has compelled the making of what is known as "classification," or freights are classed No. 1, 2, 3 or 4, but there are some that, as insurers would say, are extra valuable and are classed as double-first class—such as fine furniture, pianos, looking glasses, etc., then there are some that are what insurers would call extra hazardous—such as powder, acids, explosive oils, etc., which are classed as "special"—the making of a classification is perhaps as difficult as the making of the tariff of prices.

Then there are questions of distance—for however much it may be desired that all freights should be uniform per mile, a moment's reflection will convince the most prone advocate for it—that no company can carry freight twenty miles for one-fifth of what it can carry it one hundred miles—the expense and risk of handling is the same in one case as the other, and what would be remunerative in the case of one hundred miles, would be a positive loss in twenty miles. There is then the question of competitive points—where the company cannot dictate rates but must be governed by circumstances. There is yet another question, and to the railroads operated in our State, of great importance, as they run through a strictly agricultural country, the products of which are so largely in one direction, as to produce a want of "equalization of tonnage" that is embarrassing. To illustrate: Look at the statistics of the roads passing through our State and ending at New Orleans, Mobile, Memphis, Vicksburg and Natchez, and you will discover that of every three cars delivered full at those points, only a little more than one is returned filled, and this condition must continue until our industries are more diversified and our country developed. The reader who has followed me, will, I am sure, come to the conclusion that the making of a freight tariff is one of great difficulty, and requires great experience—large knowledge of the character and volume of the traffic, and that it is unreasonable to presume that any one man can be found competent to it.

Let us now enquire who the wise men are who make these tariffs. There are some ten different railroad companies who operate in our State, and they each have a board of directors of fully nine in number, aggregating in all ninety, now I greatly doubt whether ten of these ninety, or an average of one to each company, ever examined the freight tariff, or can tell you anything about it; or of the ten presidents, I greatly doubt whether more than one, or at the most two, had anything to do with the making of it, or have any knowledge about it. To whom, then, is this delicate and difficult duty left—I answer, to what is called the "General Freight Agent,"—and he representing only the interest of the railroad—with generally little knowledge of the wants, and less regard for the interest of the people upon whom he levies arbitrarily the tax—so long as he collects a revenue satisfactory to the managers, it matters not what inequalities or discriminations are made, and it is in his power to make special rates to large shippers and consignees, which is not unfrequently done by means of rebates, commissions, etc., whereby one class of patrons are given a decided advantage over others.

OBSERVER.

THE friends with whom the late Mr. WILEY P. HARRIS, JR., boarded in St. Louis, have paid this touching tribute to his memory in a paper of that city. The fidelity of the description of his generous nature will be recognized by all who knew him:

"IN MEMORY."

Died—in St. Louis, March 16th, 1883, WILEY P. HARRIS, youngest son of Judge W. P. Harris of Jackson, Mississippi, aged 23 years. Patient and uncomplaining he lived and died. A young flower plucked in its prime by the cruel hand of death. Around our fireside we will miss him, and no one can ever fill his place in our hearts because we loved him so. But to God our Father we submit him and he who note the sparrow's fall will gather him home to his own. His manly, noble and sterling qualities won for him a host of friends who mourn for his loss as one of their own. His pureness and goodness had made him unfit to battle with the stern necessities of life, so God, to show his tender mercy, has relieved him of his burdens. Rest in peace.

"One by one we cross the river,
To our home beyond the skies;
Where we'll meet and love forever,
And where friendship never dies."
HIS FRIENDS,
Dewittson Rucker and wife Alice.

THE Enterprise Courier, which has a quiet way of saying the right word at the right time, suggests that "unless the question of railroad supervision is definitely settled by the next Legislature of Mississippi it is likely to remain a troublesome question in the politics of the State. The Democratic party is committed to supervision, but the Democratic Legislature has so far failed to carry out the pledges of the party." The Courier says further, that in East Mississippi the people are almost unanimously in favor of supervision, and are becoming restless because their wishes are not carried out.